

Peninsular and Oriental S. N. Company.

Summer Rates will be charged from 1 May to 31 October.

Table with 3 columns: Destination, 1st, 2nd. Rows: London, Marseilles, Brindisi.

Subject to the usual 25% reduction for returning.

From and after October 1st the through Steamers for Marseilles and London are intended to leave Port Said every Monday at 5 p.m.

The Brindisi Express Steamers leave Port Said directly the Indian Mails arrive. Passengers can go on board the evening before. Combined fare to London by sea and train de luxe via Brindisi or via Marseilles £19.4.11.

For all further information apply to the Company's Agents.

Table with 3 columns: Agents, Cairo, Port Said, Alexandria, Suez.

ORIENT-ROYAL MAIL LINE.

OUTWARD TO AUSTRALIA.

Table with 3 columns: Ship Name, Date, Destination. Rows: R.M.S. Oruba, R.M.S. Ortona, R.M.S. Ortona.

Passengers returning by the Line obtain one-third rebate on the above fares if leaving England before the end of October.

BIBBY LINE MAIL TWIN-SCREW STEAMERS.

REDUCED SUMMER FARES MAY TO OCTOBER.

Port Said to Tilbury £12.15.0 and Port Said to Marseilles £9.0.0.

Passengers returning by the Line will be granted a rebate of 33% on the full fare i.e. Liverpool to Port Said £11.6.8 and Marseilles to Port Said £8.0.0.

K HEDIVAL MAIL LINE.

FAST BRITISH PASSENGER STEAMERS.

Greece-Turkey Line.

Express steamers leave Alexandria every Wednesday at 4 p.m. for PIREUS, SMYRNA, MYTLENE, and CONSTANTINOPLE.

Fast steamers leave Alexandria every Saturday at 4 p.m., and Port Said every Sunday at 6 p.m. for JAFFA (for Jerusalem), CAIFFA (for Nazareth), BEYROUT (for Damascus), TRIPOLI, ALEXANDRIA, MERSINA, continuing in alternate weeks to LARNACA and LIMASSOL (Cyprus).

Steamers leave Suez weekly on Wednesday at 6 p.m. for Port Sudan and Snakin direct returning from Snakin every Wednesday noon. Every Monday at 6 p.m. a steamer leaves Suez for Jeddah continuing every week to Snakin, Massowah, Hodeidah, Aden. Intermediate steamers do not proceed beyond Jeddah but call at Tor, (for Sinaï) El Wedj and Yambo as required.

N.B.—Deck chairs provided for the use of passengers, excellent cuisine and table wine free. Steamer plans may be seen and passages booked at the Company's Agencies at Alexandria, Cairo, Port Said, and Suez, or at THOS. COOK & SON or other Tourist Agents.

The Moss S. S. Company, Ltd.

For LIVERPOOL calling at MALTA (Messrs. JAMES MOSS & Co., 31, James St., Liverpool, Managers.)

Steamers leave SUEZ and PORT SAID fortnightly for LONDON or LIVERPOOL direct.

Table with 3 columns: Ship Name, Tons, Fare. Rows: ARAACAN, IRRAWADDY.

ASIA MINOR STEAMSHIP Co., Ltd.

Regular weekly sailings to Cyprus and Coast of Syria. Steamer leaves Alexandria every Tuesday afternoon for Limassol and Larnaca, returning via Port Said.

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GELLATLY, HANKEY & CO.

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OUTWARD.—S.S. Jelunga October 12 | HOMEWARD.—S.S. Gordon Castle Oct. 5

EAST AFRICAN LINE OF STEAMERS.

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Deutsche Levante-Linie

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Regelmässiger Reichspostdampferdienst. German E. Africa Line. Imperial Service. Departures from Port Said (Approximate dates) OUT to Aden, Zanzibar, Cape Town and intermediate ports.

Messageries Maritimes

Table with multiple columns: From Alexandria, For Marseilles direct, Rates of passage, etc.

PRINCE LINE.

Table with 3 columns: Ship Name, Tons, Fare. Rows: African Prince, Welsh Prince, Arabian Prince, etc.

The Ellerman Lines Limited.

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Frequent sailings of cargo steamers from ALEXANDRIA to LIVERPOOL. Through Bills of Lading to towns in the Interior and to the United States ports.

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Table with 3 columns: Station, Time, Fare. Rows: Cairo, Tanta, Alexandria, Luxor, Assuan.

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Manufacture: London, England.



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| | |
|-------------------|--------------|
| ACCUMULATED FUNDS | £11,300,000 |
| ANNUAL REVENUE | £ 1,450,000 |
| CLAIMS PAID | £ 24,375,000 |

LOCAL BOARD FOR EGYPT:
S. R. COOKSON, Esq., Manager, Anglo-Egyptian Bank, Limited, Cairo.
E. A. HARRISON, Esq., General Manager, Messrs. Thomas Cook & Son, (Egypt) Ltd. [14-11-06]

Head Office for Egypt: Standard Buildings & Co., Ltd.
BABER, MIZRAHI & Co., Chief Agents for Alexandria.
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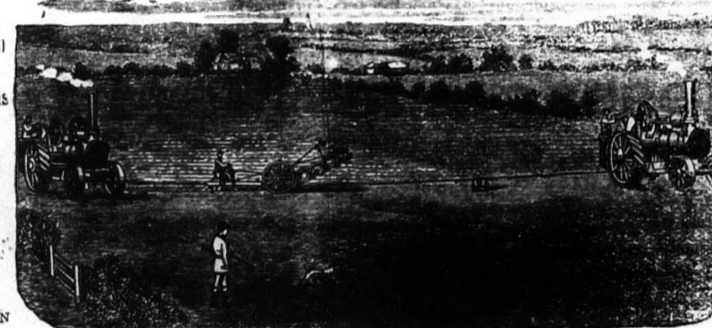
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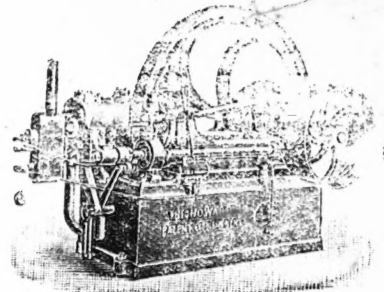
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DAILY WEATHER REPORT

ALEXANDRIA

Kom-el-Nadoura Observatory.

| | |
|------------------------|--------|
| Direction of wind | N.E. |
| Force of Anemometer | 10 |
| State of Sky | Calim. |
| Barometer corrected | 781 |
| Evaporation | 6 |
| State of Clouds | clear |
| During 24 hours | 27.6 |
| ending 9 a.m. | 73 |
| Heat of the sun | 40 |
| Moist. rises 6.29 a.m. | |

REMARKS.
Last night increased humidity of the atmosphere was notable, but otherwise there has been no change in the weather conditions. The wind remains light and north-easterly and the barometer steady.

OTHER STATIONS.
OBSERVATIONS BY SURVEY DEPARTMENT.
For the 24 hours ending 8 a.m. yesterday.

| Station | Max. temp. in the shade | Min. temp. in the shade | Stations | Max. temp. in the shade | Min. temp. in the shade |
|------------|-------------------------|-------------------------|------------|-------------------------|-------------------------|
| Port Said | 29 | 23 | Merowe | 41 | 19 |
| Suez | 31 | 18 | At'ara | 41 | 33 |
| Helwan | 30 | 19 | Suakin | 54 | 21 |
| Ghizeh | 30 | 16 | Khartoum | 60 | 26 |
| Assiout | 28 | 17 | Wad Medani | 58 | 23 |
| Ain-Han | 28 | 20 | Duailim | 57 | 26 |
| Wady Halfa | 39 | 20 | | | |

The Egyptian Gazette

SUBSCRIPTIONS.

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N.B.—Subscriptions commence from the 1st or 15th of each month.

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The Egyptian Gazette

THE ENGLISH DAILY NEWSPAPER.
ESTABLISHED 1880.
Editor and Manager—R. SNELLING.
Price: ONE PIASTRE TARIFF.

WEDNESDAY, OCTOBER 3, 1906

THE SINAITIC DELIMITATION.

Shortly before we went to press yesterday afternoon we received a telephonic message from our Cairo correspondent to say that the treaty concerning the delimitation of the Sinai eastern boundary had been signed. By this successful termination of a dispute, which at one point necessitated a forcible naval demonstration by the British navy, Egypt, thanks to British support and to the justice of her case—emerges with success from a diplomatic combat which might have had serious consequences, and the satisfaction of the authorities can only be heightened by the difficulty with which this happy end has been attained.

In itself the Sinai is of no importance—a waterless and rugged region, frequented only

by antiquarians and Bedouins; it offered no prize to the contending parties in the recent negotiations. But as the gate of Egypt possessed enormous strategical importance. That arid triangle of sand and rocks with its base on the Mediterranean and its apex on the Red Sea has been traversed by most of the conquerors of Egypt. The Hyksos, the army of "barbarians" that marched from Western Asia against the third Rameses passed through it. The Egyptian conquerors of Syria followed the famous road from Pelusium to Gaza, and in later days, when the Assyrian and Babylonian kings avenged themselves on the Pharaohs, Sargon won a victory at Rafah—where Ptolemies and Seleucids, Mamelukes and Mongols were to fight, and Turks and Assyrians to wrangle—and Esharhaddon and Assurbanipal, Nebuchadnezzar, and last of all the Persian conquerors under Cambyses invaded unhappy Egypt by this route. The pageant of Arab conquerors, Mameluke kings, crusading raiders, and great captains who marched over its sands, is fully closed by the names of Ibrahim Pasha and Napoleon Bonaparte.

Need it then surprise even the most hardened advocate of "peace at any price" that the discovery that the Hedjaz railway had enabled the Turks to bring their troops from the Syrian garrison towns to within striking distance of the frontier by a new route, hitherto unknown to the annals of military history, caused a certain uneasiness to the British and Egyptian Governments; that the strange demand of Ghazi Mukhtar Pasha aggravated this uneasiness; that the Moslem population of Egypt—divided between Khalif and Khedive—showed for almost the first time a keen, if credulous, interest in a question of external politics and a disquiet that Lord Cromer has characterised as natural enough. The British Government rose to the occasion. It wisely increased the garrison of Egypt while strengthening the hand of the Egyptian Foreign Office by vigorous diplomatic support, and thanks to its intervention an amicable basis of agreement was at last discovered through the application of an ultimatum—not the first which the Ottoman Empire has received from a foreign power, nor, we daresay, the last.

The diplomatic struggle has been fruitful in results. The British colony in Egypt has learnt who are the foes and who the friends of the British Occupation. They have realised that there are cases in which it is naïveté, and childish naïveté, to expect that a doubtful gratitude for benefits conferred will outweigh religious and political prejudice. They have learned that the great majority of the Europeans resident in Egypt, all the wider and more cautious among the Moslems, and, with trifling exceptions, the Syrians and the Copts are with them: they have also learned the strength and fathomed the motives of the leaders of the opposition which is directed against not only alone British but against all European influence and control, and they have been able to guess the origin of the agitation steadily and often skillfully fomented by highly placed intriguers both within Egypt and without. Moreover they know now that Egypt is not invulnerable and though the successful delimitation of the frontier has removed all immediate danger they realise the truth of the proverb "Forewarned is forearmed." It is our earnest hope that the home Government will be as prompt as its distinguished representative in Egypt in grasping the full significance of the Tabah incident and its sequel.

H.H. the Khedive and Ghazi Mukhtar Pasha, who have just returned, will no doubt be delighted to find that a possible cause of dispute between Egypt and the Suez Canal Power has been removed. The frontier line will appear on future atlases as a straight line drawn from Rafah to a point a little to the N.W. of the head of the Gulf of Akaba and will then terminate with a semicircular sweep half way up the Nakhil el Akaba and back to the sea at Ras Tabah. From Rafah it passes through the country of the Sawaka Bedouin, crosses the hill of Ras el Ain and leaving Birin wells on the Turkish side passes six miles east of the wells and stream of Ain Kadais (Kadesh Barnea) and 14 miles east of Kuseima, past Thamillet Sueima to Ras Radad, a spur jutting from the edge of the Sinaitic plateau and close to the Nakhil el Akaba, the upper portion of which with the post of Mufrah remains in Egyptian hands. Then the frontier sweeps down into the plain to the Nabek cape. The concession of a small area near Akaba should relieve the Ottoman Government of the anxiety which it professed to cherish as to Egyptian and British designs on Akaba and indirectly on the Hedjaz railway.

Our Nationalists may claim it as a triumph for the Khalif: they may do so if it pleases them, for no one will be a penny the worse, and we cannot help thinking that in a few years' time relations between Great Britain and the Turkish Empire will be enormously improved, and that the evidence furnished by the agreement that England neither has any designs in Petraea nor intends to use Egypt as a catspaw should calm the fears of the more reasonable among Osmanli Anglophobes. We offer our hearty congratulations to the Egyptian Government and to Lord Cromer, Mr. M. de C. Findlay, and the other members of the British Agency, whose diplomatic conduct and energetic but patient conduct of delicate negotiations has met with such success. High praise is also due to Ibrahim Pasha Fathi and to Major R. Owen and their staff for the patience with which they surveyed, argued, and negotiated. The two commissioners are not yet back from Rafah after an absence of close on eighteen weeks in a region which has not improved since the Israelites—much against the grain—wandered over its wastes. They have established excellent relations with the Turkish frontier officers, and the final success of their labours will compensate them for an arduous task admirably carried out.

REUTERS' TELEGRAMS.

Table with columns for 'CLOSING REPORTS', 'LIVERPOOL, October 2, 1. p.m.', and various commodity prices like 'Sale of the day', 'Of which Egyptian', 'American new maize', etc.

Sudan Government. NOTICE. Persons importing Egyptian Labourers to work in the Sudan are recommended to enter into a written contract with them.

DR. LE CLERC'S PILLS For the Liver & Kidneys are an unfailing and reliable remedy for diseases of these important organs, gout, rheumatism, gravel, pains in the back and kindred ailments.

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Notice. SUDAN GOVERNMENT. DISPOSAL OF BUILDING SITES AT PORT SUDAN. The Sudan Government will shortly dispose by Tender of about 400 Building Sites at Port Sudan.

BROWETT LINDLEY & CO. LTD. LOW STEAM CONSUMPTION SILENT & ECONOMICAL ENCLOSED HIGH SPEED ENGINES. Egyptian House: The Egyptian Engineering Co. Ltd. Telephone 1542. Cables: Anglogypt, Cairo.

Thos. Cook & Son (Egypt), Ltd. MECHANICAL AND ELECTRICAL ENGINEERS, ALSO SHIPBUILDERS, &C., &C. All classes of engineering work and supply of stores undertaken. PONTON DOCK for raising vessels of the largest size.

Table with columns for 'DESIGNATION', 'Unité', 'Prix du mois courant', and 'L.E. M.'. Includes items like 'Cotons', 'Graines de Coton', 'Blés Saïdi et Béhéra', etc.

CREDIT LYONNAIS Sociétés Anonymes CAPITAL 250,000,000 DE FRANCS ENTièrement Versés. Agences d'Égypte: Alexandrie, Le Caire, Port-Saïd.

Le Gouvernement du Soudan va prochainement disposer, par voie d'adjudication d'environ 400 parcelles de terrains à bâtir à Port-Soudan. Les dites parcelles seront données à bail emphytéotique, pour une durée de 80 années à partir du 1er Janvier 1907.

Table with columns for 'A.M.', 'HELOUAN BRANCH', and 'P.M.'. Includes departure and arrival times for Bab-el-Louk, Helouan, and other stations.

STEINEMANN, MABARDI & CO The Egyptian Engineering Stores. MERCHANTS, CONTRACTORS & MACHINERY IMPORTERS, ALEXANDRIA. Sole Agents for Egypt, Asia Minor and Syria for Messrs. CLAYTON & SHUTTLEWORTH, Lincoln, Portable & fixed Engines & Boilers, Corn mills, Threshing, Strawbrusing & Cutting Machines.

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